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CLUB JOTTINGS.

By SMOKEY

SUMMER RUNNING DECEMBER 2008.

For the last public run for 2008, on Sunday, 7th December, the day was sunny and mild 20 degrees with 6 large birthday parties in attendance, serviced by some 19 locomotives.

Earlier on in the day things looked rather bleak as during cleanup on Saturday a huge branch had fractured on a tree next to SASMEE PARK STATION and the degree of safety could not be determined.

The fractured branch was directly above the queue area for the station and many people frequent the area. As our usual tree man, Mike Coker, could not be contacted, several members, on Sunday morning, attended to determine the degree of safety. Following Glen Temple's successful throwing of a rope around the offending 6inch diameter branch, some 25feet up, four members attempted to bring it down. It was not to be as a portion of the fractured end was still attached to the trunk and the other was wedged in a fork of another branch. We unanimously formed the opinion that the branch would not dislodge and no danger existed.

The boat pond again had 8 boats of motor, steam and sail one of which was a very fast speed boat operated by David Chaplin and son Nick. Other operators were Norm Kernich, John Barbi, Stan Shelton and Malcolm Ambler.

On the canteen scene were Jean Clark, Margaret Lewis, Sandy Mottram and Helen Greenslade. Noticed sitting under the verandah taking photos was Bob Yule from Railway Park paying his respects. A full compliment of staff manned the steamhouse, namely, Ralph Ollerenshaw, John Weidenhofer, Bob Scanlan, Ian Foster and David Eustice. Even Boiler inspector Bernie Dickinson did not go unnoticed.

SASMEE PARK STATION 5"G

Station attendants Ainsley Cuthbertson, Ian Clark and Brian Greenslade dispatched the folowing trains:-

4-8-0 SAR "T" class #214	Bryan Homann.
2-8-4 SAR 720 class #720	John Mere.
2-8-2 D&RGW Mudhen #453	Peter Hoyer.
4-6-0 LMS Black Five #5073	Alan Wallace.
0-6-0 x2 Kitson Meyer #34	Graeme Driscoll
----- Jack & Junior shunters D/H	John Monte.

cont`d

----- SAR 930 Class D/E David Hawkins.

----- Shunters D/H [no passengers] Brad Cottle.

Michael Tingay ran into trouble mid afternoon when "Heisler" suddenly locked up resulting in transport by rail [# 720] to loco with a suspected seized axle pump.

MILLSWOOD STATION 7.25"G

Station attendants Andrew Mottram and Alex Mitropoulos dispatched the following trains:-

0-6-0 Koppel

Glen Templeman.

0-4-0 Dolgoch #2

Barry Dunstan.

0-4-0 Harry

Bert Francis.

0-6-0 Simplex. #10

John Lewis.

WEDDING ANNIVERSARY.

For the December General Meeting night an apology had previously been given by Bob Nash. He had a good reason for his non attendance as the day was his 60th wedding anniversary.

The SASMEE Executive Committee and members heartily congratulate Bob and Betty Nash in having reached this important milestone in their life together.

XMAS BBQ.

For the main SASMEE function for the year we were blessed with a perfect summer day of 30 degrees, grounds in first class condition and some 113 people intent on having a good time.

A number of members brought their locos with the intention of making the most of the ideal conditions. From about 4pm onwards the old exhibition track area soon swelled with people jockeying for a good shady position.

By 6.15 pm the succulent aroma of sausages and patties filled the air and accordingly Patrons began lining up for their serving along with coleslaw, potato salad etc etc. Chefs Ralph Ollerenshaw, Len Redway, Gavin Thrum and Jeff Schaefer were complimented for cooking to perfection. --- Many thanks Guys.

Another great helper was Chris Saunders who handled the salad side of things helped by Barry Dunstan. In keeping with normal tradition the desserts consisted of Peter`s Ice cream and Golden Circle fruit salad. Liquid refreshments were provided in the way of soft drinks, tea and coffee.

Following the meal the opportunity was taken for families and friends, who only catch up once a year , to have a chat whilst many others simply rode on the many trains.

Due to the layback sort of day, without the pressure of public running, it was decided not to put out all of the signals as all trains operated with a competent person on board and it was gratifying to note that all trains operated in an acceptable manner. The night time temperature was a balmy 20 degrees. accordingly many drivers wanted to stay late, and numerous groups were content just to sit around, have a chat and watch the action.

One model of note was a 5"g 4 wheel tramcar. [Brill??] superbly constructed by David Walton undergoing its maiden run -- and faultless at that. Power was 2x12volt batteries. Incidentally the scale sized destination board read "SASMEE PARK"

Many thanks to Barry Dunstan for organising the show and Gavin Thrum and the "Advertiser" for supplying the BBQ facilities.

Thanks also to the following members for their help during the day, Glen Templeman and Ian Foster. After such a big show like this a sizeable cleanup needs to be done, much of it the next day and a big thank you needs to be extended to Ralph Ollerenshaw and Ian and Jean Clark-- Thanks Guys!!.

For the technically minded the following may be of some interest:-

Food Consumed

234 Sausages and 114 Patties.

6 Loaves of bread.

8L Tomato and onion salad.

2L Sliced beetroot

10kg Potato salad.

10Kg Coleslaw.

12L Ice cream.

12L Fruit salad.

Thanks to the following trains and drivers who gave many rides:-

7.25"G Track.

----- Shorties[2]

Dicker family.

----- Mic 6 & Trailer #8

Barry Dunstan.

4-6-0 WAGR B Class Karalee

Les Smith.

4-6-2 Green Pacific. #8443

Ian Thamas.

0-6-0 Hunslett Pet/elec.

David James.

0-6-0 LMS Electric.

Jeff Schaefer.

5"G Track.

----- Jack #005.	John Monte.
----- Shunters [2]	Brads Cottle.
----- Tramcar Electric.	David Walton.
2-8-2 German V8 #191001	Graeme Driscoll.
2-8-2 SAR 700 Class #702	Bob Smith.
0-4-0 Juliet #1965 3.5" g	Alan Wallace.
----- WAGR D/E Mullewa 3.5"	Mitchell Templeman.
0-6-0 Schenectady	David Hawkins.

The boat pond was in use this year with John Babi and Stan Shelton operating Steam and Motor boats.

SASMEE made welcome several invited guests from other kindred clubs. Peter Manning from Railway Park accompanied Les Smith and his family. That stalwart from "Altona" Vic. and great great guy, Murray Hill, was in Adelaide on a special visit and, as usual blessed us with his presence. Murray and a young member, Chris, from the Penfield Club were both made welcome.

A surprise to everyone was a visit from our past treasurer, Rod Harris, who now resides in Queensland and is a member of the Warner Club. Rod and son Jason were in Adelaide for Christmas and could not resist the temptation to pay us a visit.---Great to catch up with you again Guys.

Naturally all good things come to an end and reluctantly the last diehards vacated the grounds at 12.55am, Sunday, after yet another successful SASMEE event.

SUMMER RUNNING JANUARY 2009.

The pfd on Sunday 4th January, the first for the new year, did not break any records, however the gate taking was fairly good.

Some 7 birthdays parties were noticed and was evidenced by plenty of children on the trains together with a matching number of adults.

With the temperature a warm 32 degrees the usual array of thongs and sandals abounded, however our zero tolerance prevailed and quite a number exchanged to suitable footwear.

The boat pond was filled to capacity and some 300 or so baby "Comets" are present following spawning in late October.

Ralph Ollerenshaw has placed 8 refuge cages in the pond with the idea that the fish will have some protection from predators.

Running boats were Bryan Homann, David Chaplin and son, Michael

Preist, Stan Shelton and John Babi. Some fine craft were noted including 2 beautifully constructed paddle steamers. The streamhouse boys, Ralph, Bob, Ian and John were thrilled that Bernie Dickinson had attended and gave the boiler a ticket for the next 12 months.

The canteen area seemed to be a sea of people all afternoon and no doubt kept Jean and Sue Clark, Margaret Lewis, Sandy Mottram and Mary Homann busy. As was Barbara Beal and her souvenir table. Safety Officer Bill Coles, attentive as usual, investigated a couple of minor incidents during the afternoon.

MILLSWOOD STATION 7.25"G

Station attendants Don Awalt and Alex Mitropoulos dispatched the following trains:-

0-6-0 Koppel	Glen Templeman.
0-6-0 Simplex #10	John Lewis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-4-0 Harry	Bert Francis.

SASMEE PARK 5"G

Station attendants Brian Greenslade and Ian Clark dispatched the following trains:-

0-6-0 Schenectady	David Hawkins.
2-8-0 Nigel Gresley #457	Simon Lindsay.
4-6-0 SAR "N" class	Bob Smith.
4-8-4 SAR 500 Class #509	John Mere.
4-6-0 LMS Black Five #5093	Alan Wallace.
2-8-2 German V8 #191001	Graeme Driscoll.
----- Budd Rail car.	Michael Moyse.
----- Shunters, Jack & Junior	John Monte.

PLAY NIGHT

In keeping with the SASMEE tradition the January meeting on Tuesday 13th took the form of a play night, however a disastrous day of 41.3 degrees wrecked our chances of a good rollup of members and kindred clubs.

Notwithstanding the gates being opened around 3.30pm only 40 odd hardy souls turned up along with 6 locos and 7 boats.

For about the first time the boat pond was the star of the show with most people seeking relief from the heat by taking refuge under the nearby shelter. The rippling waters of the pond also gave a soothing

effect. The boating display was put on mainly, by several new members who have constructed steam, electric and sailing craft and are regularly running them on public field days. In fact on the Sunday running day of 21-11-08 no less than 13 boats, of all descriptions, were in operation. The following is a rough idea, as noted by the writer, of the play night attendance.

Stan Shelton

Operated a scratch built, approx 4ft long, steam propelled model of the paddle steamer "Adelaide". This craft exudes metriculous construction of a steam plant fueled by bottled gas.

According to Stan the boilers' safety valve [primary one] lifts at 35psi and will run for approximately 1/2 an hour before requiring a boiler refill.

The woodwork construction is very neat and exacting as is also the placement of the servo motors. The boat is equipped for night running and looked a picture after sunset.

Stan's other boat was a 1920's style cabin cruiser with scale size passengers and again gave a faultless performance.

John Babbi.

Operated 2 commercially constructed models, one being a 30inch long model of a diesel tug "Atlantic", which showed a lot of detail and was quite powerful. Also well equipped for night running by 2 AA batteries. Unfortunately John was experiencing some motor problems. His other craft was a small 18" long battleship which ran at a scale speed of some degree which would have been off the scale.

Alan Saunders

Alan's marine work is certainly no stranger to SASMEE having operated same for some 30 years. His choice of craft for today's run was a 4 foot long scratch built model of a "Military" class armed trawler.

The prototype had steam machinery, probably triple expansion, and had similar outlines to a Corvette.

Alan's attention to detail is a feature on all of his models.

Alan Wallace.

Alan not only excels in model stream locomotives but has a marine streak as well and this was evidenced by a partially completed radio controlled ocean going tug which put in a good turn of speed and was equipped for night running.

Michael Priest.

Another one of our new members who is also at the top of the class when it comes to marine modelling. Michael's attention to detail on his Blue Star line Freighter "Afric Star" has to be seen to be believed. It is approximately 5 feet long and when under way has the characteristics of the prototype. The model is painted in the genuine livery of the Blue Star Line. [Verified by the writer who had first hand experience with Blue Star Line during the 1950's, 60's and 70's.]

MILLSWOOD STATION

This 7.25"g circuit was devoid of any 7.25" traffic.

SAMEE PARK STATION

The following trains operated:-

0-4-0 Juliet #1965 [3.5"g]
----- " X" class Mullewa [3.5"g]
2-8-2 German V8 #191001
2-8-2 SAR 700 Class #702
----- SAR 930 Class D/E
----- Shunter [2off] D/H

Alan Wallace.
Mitchell Templeman.
Graeme Dricoll.
Bob Smith.
David Hawkins.
Brad Cottle.

SUMMER RUNNING FEBRUARY 2009

Well Sunday 1st February was most certainly not a day to be open for Public running!!!. This day, 40.6 degrees was the last day of 40 degree plus days which had started the previous Tuesday when it was 45 degrees and continued unabated. Apart from total fire bans it was considered madness to open during these extremes and accordingly our ads in the weekend papers were amended to show we would be closed.

NEW MEMBER.

SASMEE welcomes the following new member and trusts that he will enjoy the fellowship that the club has to offer.

Ian Hand Full member Elected December 2008.

GROUND.

During the extensive 6 day heatwave at the end of January [27-1-09, 45.6 degrees] a lot of our trees shed bows, bark and leaves leaving

quite a large mess around the grounds. "Branching Out Tree Services" were called in to make safe several trees and to carve up many branches into sizeable fuel for the steamhouse. For the grounds to be in a tidy state for our next scheduled open day, Saturday 21st February, some 12 members turned up on Saturday 11th for a massive cleanup of leaves and small debris -- This was greatly appreciated. [Hope to see them for future cleanups as it certainly makes the job easier and quicker.

CANTEEN STOCK.

Again, during the height of the heatwave, probably on Thursday 29th January, we feel that a power spike was the cause of power being cut off to our 2 fridges, freezer and the iced confectionary freezer resulting in a total meltdown of stock. Replacement value would be in the vicinity of \$600 to \$700 for which we cannot claim. Our insurance excess is \$1000 and we have no proof that ETSA was at fault. We will just have to put it down to experience.

TRACKWORK.

Notwithstanding the oppressive heat our trackwork came through virtually unscratched. The 5" gauge circuit, once again, showed absolutely no signs of stress which proves that the slotted sleeper construction, adequately fishplated, is the "Bees Knees" so to speak. The 7.25" gauge track had a very slight buckle about 15 feet prior to the girder bridge. The track settled again, however some ballast got under the sleepers. This is the first problem we have had for at least 4 years and it is felt that the problem was exacerbated by the rail creep, accordingly we propose lifting a section of this track and readjust the fishplated joints.

CANTEEN MANAGEMENT.

Most members would be aware that John Lewis has been looking after the canteen, in fact for some 11 years. John feels that the time has come to relinquish this task, therefore the Club is looking for someone to continue this work. The canteen plays a vital part in being beneficial to members but more importantly provides well appreciated sustenance to hundreds of patrons that frequent our public field days. It is sincerely hoped that this position can be filled as the

consequences would be to close it down causing great disappointment to our Patrons and of course our own members would suffer. If you are able to help out please contact John or the President.

The continuance of the canteen is Vital !!!

ENTERTAINMENT.

At the February General meeting Barry Dunstan provided a DVD he received from Alan Craven, Secretary of the Eddinton Club of Bendigo, Victoria. It consisted of many bushland scenes of the Wandong Live Steamers Club, Victoria. This a private 5"g club and has some 2Km of track winding through the bush and over many bridges and viaducts. There were also scenes of the Eddington Club's 5"g ground level track together with a freight train hauled by a C.R. CL class D/E with the operator sitting midway along the train ---- very impressive. Of particular interest to us was Alan's 2 visits to SASMEE with videos of our Public Field Days in June 2006 and July 2008.

SICK LIST

Several of our members have been absent recently due to varying ailments and we trust that recoveries are forthcoming, quickly and permanently.

It is believed that John Levers tripped over when alighting from his car and sustained several nonlife threatening [although painful] injuries from which he is recovering.

Bill Coles entered Calvary Hospital for some plumbing work which was successfully carried out on the 9th February and will require convalescence of some 6 weeks.

N.B. Both our Boiler Inspectors are out of action for a while. Alan Brabham suffered a heart attack in early January necessitating a stay in Wakefield Street Hospital and a short stay at College Grove rehab. clinic at Walkerville before returning home. Alan was one of our regular station attendants at Millswood station and his presence is certainly missed.

One of our longest serving members, Norm Kernick, has been unable to attend the club much of late due to the ailing condition of his wife who has loss of mobility and will likely need professional care.

Ron Bridgeman and Gordon Symons are 2 members who, because of a great many medical problems, are unable to get out and about, but get great enjoyment out of reading the club's "Bulletin". With Ron it is through a large magnifying glass.

Fellas, you are not forgotten.

RAILWAY QUIZ.

Q. What is the slang terminology of coal?

Answer in the next Bulletin.

Answer to quiz --last Bulletin.

Q. What does the term "Hooking Up" mean?

A. Yes, it could be what you are first thinking however in railway terms it means to adjust the reversing lever/wheel to a point where the use of steam is used more expansively thus giving greater efficiency. The above is one of several terms, another being "notching up

SOME SASMEE HISTORY.

August 1974.

SASMEE added the 1st Sunday in the month to Public Field Days.

June 1975.

SASMEE membership stood at 141.

December 1980.

General meeting was held outdoors due to the heat, 42degrees.

May 1983.

SASMEE membership stood at 153.

August 1983.

The 7.25" g ground level track opened for public running.

November 1999.

Graeme Driscoll's 5" g "Heisler" had its maiden run on the Sunday pfd.

GATEHOUSE.

The gatehouse or ticket box is the first thing that patrons see when they enter the grounds, so it goes without saying that it should be presentable.

Having said that it can be said that the gatehouse could look better particularly seeing that the timber under the gutters contained wood rot. As part of the program to repair/freshen up all structures, Radke Painters were retained to repaint/repair the gatehouse.

This work was done on February 5th and 6th and all will agree that the entrance structure now looks very smart.

Maybe some member would like to give the inside a coat of paint and make Jack Davey's domain more pleasant.

SASMEE OFFICE BEARERS

2008---2009

PRESIDENT: BARRY DUNSTAN. 8248 4843
VICE PRESIDENT: GLEN TEMPLEMAN. 8338 0380
SECRETARY: IAN CLARK. 8293 6537
EMAIL ijclark@internode.on.net
MINUTE SECRETARY: JOHN BEAL. 8297 2314
TREASURER: SIMON LINDSAY. 0416259996
ASS. TREASURER: MICHAEL TINGAY. 8294 8914

COMMITTEE: GAVIN THRUM. 8387 6843
JOHN WEIDENHOFER. 8536 2813
ALEX MITROPOULOS. 8339 4974
RALPH OLLERENSHAW. 8379 0998

AUDITORS: BOB NASH.
GRAHAM GAETJENS.

LIBRARIANS: JOHN DAVEY
BILL COLES.

BOILER INSPECTORS: ALAN BRABHAM. 8443 6544
JOHN GORDON. 8322 3694
BILL COLES. 8296 2167
JOHN LEVERS. 8536 0135

CANTEEN MANAGEMENT: EXECUTIVE COMMITTEE.

VICE PATRON: J. BERNARD DICKINSON.
B.A. CPEng. FIE Aust. FI MAR. EST

SASMEE "BULLETIN" BILL COLES [editor]
4 Clovelly Ave Hove 5048
8296 2167
Email: bjhove@internode.on.net

SASMEE MAIL: PO BOX 208 GOODWOOD, SA. 5034